CITY OF MINNEAPOLIS PLANNING DEPARTMENT

DOWNTOWN EAST / NORTH LOOP MASTER PLAN





Figure 2.1
Mixed-Use Development Illustrative Sketch

ramps to accommodate single-occupancy vehicle (SOV) commuting.

The main premise of TOD is that people are able to live, work, shop, play and generally find all of the necessities of life within a given node, or within a nearby node that is conveniently and quickly accessible by transit. Such configurations of uses and activities mean that most, if not all, of the day-to-day trips that one makes can be done easily by low impact ways of moving about – on foot, by bicycle, or by transit. Use of the private automobile is limited to occasional non-routine trips. For example, an increasingly typical end-of-the-day commute for many people involves leaving work, picking up children, parents, or friends, shopping for groceries, stopping off at the dry cleaner or the drug store, and then heading home. If land uses are organized to allow dense, mixed-use / mixed activity development, all of these trips can be accomplished quickly, conveniently, and cost-effectively without a car. This is because TOD nodes have enough density to sustain commerce that provides the kind of goods and services that people need on an everyday basis.

Based on the existing concentration of bus lines that feed Downtown Minneapolis, the construction of the LRT line, and the prospect of new commuter rail lines, the Central Business District (CBD) will continue to be the most highly served collection of real estate in the Upper Midwest. As such, the Project Area is an ideal location to develop a series of medium and high-intensity TOD nodes that provide both new places to live Downtown and new commercial spaces that will contribute to regional and neighborhood prosperity. TOD is particularly effective at capturing the benefits rapid transit can bring to communities. Successful TOD incorporates the following key objectives:

Multi-Modal: TOD allows for multiple modes of transit to access and use the same stations thereby facilitating easy transfers between different modes.

Mixed-Use Development: Different uses and activities are clus-

tered within a single neighborhood, within a single city block, and in some cases within a single building (see Figure 2.1, adjacent).

Compact Development: Facilitating a wide range of land uses within a one-quarter to one-half mile radius of transit nodes means that most everything in the neighborhood is no more than a five or ten minute walk away. Smaller lots, reduced setbacks, and greater attention to infill development opportunities make it possible to assemble different uses in a relatively small amount of geographic space.

Increased Density: Intensification of land uses makes the most of expensive land and infrastructure, while facilitating greater population growth.

Traditional Neighborhood Structure: Incorporating the concept of "town centers" into downtown neighborhoods creates a series of strong individual neighborhoods, each of which is interconnected to the CBD as a whole.

Connectivity: An interconnected street grid facilitates easy linkages between places.

Civic Identity / Public Realm: A mix of safe public spaces including parks, plazas and active, at-grade storefronts lends a "sense of place" and character to each node.

Pedestrian-Friendly: Taking measures to enhance pedestrian safety, function and aesthetic character improve neighborhood livability.

Traffic calming: Widening sidewalks and reducing vehicular capacity on selected city streets "calms" vehicular traffic and creates a zone of activity designed to accommodate pedestrians, primarily, and to facilitate vehicular access to building sites, secondarily.